



## **CHAPTER 2.0 REVIEW OF PREVIOUS STUDIES AND PLANS**

*This chapter reviews the previous studies and plans that were reviewed to gain a clearer understanding of current and future transportation and land uses within the study and planning area. Some of the plans reviewed include state transportation studies and plans, area transportation and land use studies, and plans prepared by jurisdictions located within the planning area. In addition, statewide – and area-programmed transportation improvements were reviewed and are summarized.*

### **2.1 STATE TRANSPORTATION STUDIES AND POLICIES**

#### **2.1.1 UDOT Long Range Transportation Plan 2007-2030, 2007**

The Utah Department of Transportation's (UDOT) *Long-Range Transportation Plan 2007-2030* is the transportation mobility plan for rural and small urban areas in Utah. The plan covers all highways designated as state routes, U.S. highways, and interstates outside of the metropolitan boundaries of Utah's four designated metropolitan planning areas.

#### **2.1.2 Bicycle and Pedestrian Plan Planning Guide for Utah, 1998**

The *Bicycle and Pedestrian Planning Guide for Utah* was prepared to assist planners at the local level across the state to develop and implement their own bicycle and pedestrian master plans. While plenty of information has been published elsewhere, there is a lack of practical information on how to get a plan adopted and implemented at the local level. This plan is intended to facilitate the ability to get bicycle and pedestrian plans adopted and implemented.

### **2.2 UDOT STUDY AREA STUDIES AND PROJECTS**

#### **2.2.1 Mountain View Corridor Environmental Impact Statement, Ongoing**

The UDOT and the Federal Highway Administration have released the Draft Environmental Impact Statement on the Mountain View Corridor, a proposed highway and transit corridor in west Salt Lake County and northwest Utah County. The study addresses projected local and regional transportation demand impacts resulting from the tremendous growth in population, employment, and households that is anticipated to occur over the next 30 years in the Mountain View Corridor study area. The study area is located in western Salt Lake County and in western Utah County north of Utah Lake. North-south parameters include I-80 in Salt Lake County to the Pleasant Grove interchange in Utah County to the south (approximately 6400 North, east-west parameters: Bangerter Highway (east) to SR 111 (approximately 8400 to 6900 West) in Salt Lake County; approximately 11800 West in Saratoga Springs to I-15 for the Utah County portion.



### **2.2.2 3500 South Corridor Project, Ongoing**

This project is located at 3500 South, from Redwood Road to Bangerter Highway, and was divided into two phases. The State Environmental Study of 3500 South divided the project into two phases for design and construction. Phase 1 included the area from 2200 West (Decker Lake Drive) to 2700 West (Constitution Boulevard). Phase 2 includes the area of 2700 West (Constitution Boulevard) to Bangerter Highway.

Phase 1 design is complete; the advertising and construction of this phase have been postponed due to funding constraints. When funding is available and construction moves forward, Phase 1 will add one additional travel lane in each direction under I-215. The I-215 southbound off-ramp will include an additional right turn lane, and the current free-flow right turn movement will be eliminated. The free-flow right turn lane from northbound I-215 to eastbound 3500 South will also be eliminated so both lanes will be required to stop at the traffic signal. Landscape improvements are also planned in the area. No right-of-way impacts are expected with Phase 1.

Phase 2 is currently undergoing the design phase. With the basic roadway footprint in place, the UDOT has begun the property acquisition process with affected property owners. Acquisition will continue through summer and into fall of 2007. During Phase 2 3500 South will be widened from two to three lanes in each direction. In addition, the UDOT will coordinate in the design with the Utah Transit Authority (UTA) for inclusion of center-running bus rapid transit (BRT), which will expand on the recently developed Phase 1 BRT line which does not utilize an individual transit line. Phase 2 will also include several utility relocations.

### **2.2.3 11400 South Interchange Project, Ongoing**

The planned interchange will be placed on I-15 at 11400 South. During the course of this study, the UDOT plans have matured to include extension of 11400 South, west to the Bangerter Highway. Construction of the new interchange is expected to take 12 to 18 months.

## **2.3 WASATCH FRONT REGIONAL COUNCIL STUDIES**

### **2.3.1 Wasatch Front Regional Transportation Plan: 2007-2030, 2007**

Every four years, the federal government requires Regional Councils and similar councils from urban areas across the country to develop and approve a regional transportation plan. With consultation and coordination between area cities, counties, the UDOT, UTA and other interested groups and parties, Wasatch Front Regional Council (WFRC) adopted the *Wasatch Front Regional Transportation Plan: 2007-2030 (2030 RTP)*. This plan is intended to govern regionally significant highway and transit development across the urbanized areas of Salt Lake, Davis, and Weber Counties,



including all major highway and transit capacity expansion projects. The 2030 RTP is an attempt to maximize the value of the transportation funding through the implementation of a balanced transportation approach. This would offer alternative transportation choices, including programmed improvements for mass transit, highways, bicycles and pedestrians, which would allow the public the ability to make responsible transportation choices and to facilitate future land use decisions that enhance the effectiveness of transportation investments. The 2030 RTP is now part of an integrated statewide unified long-range transportation plan that has been coordinated with other area metropolitan planning organizations. During the course of this study, multiple amendments were considered or under consideration. The method of analysis of this study did not take these amendments into account. Although in the case of an interchange at I-215 and 5400 south as an amendment to the 2030 RTP, this study results were stated as having influenced it consideration.

### **2.3.2 Wasatch Choices 2040—A Four County Land-Use and Transportation Vision, 2007**

The city and county governments of Davis, Salt Lake, Utah, and Weber Counties co-sponsored *Wasatch Choices 2040* to explore potential futures relative to growth patterns, transportation solutions, and the environment. This study was conducted with the philosophy that by understanding the needs of the future, a “backwards” approach to planning could be implemented to better address the future needs of the area. This approach addresses the needs of the area in a regional perspective rather than the traditional localized method.

A steering committee comprising mayors, county commissioners, and other stakeholders from Davis, Salt Lake, Utah, and Weber Counties guided the *Wasatch Choices 2040* process. Non-elected stakeholders on the Steering Committee included representatives from conservation groups, bicycle-pedestrian advocates, transit agencies, business transport interest, and others. The Steering Committee provided oversight of the process by directing the scenario planning efforts and by developing the Growth Principles and Objectives to guide future transportation planning in the region. The planning staff from Envision Utah, Mountainland Association of Governments (MAG) and WFRC reviewed workshop maps and survey results to identify common themes answering these questions: (1) Where do you want to see growth occur?, (2) what type of growth do you prefer?, and (3) what type of transportation infrastructure is necessary to support the amount and type of growth you prefer?

After extensive review of the workshop findings, several common themes emerged. Participants indicated they wanted to see emphasis placed on mixed-use growth centers, such as villages, town centers, or city centers. Another emphasis was the desire



for land recycling. Participants preferred that growth centers occur in existing commercial areas adjacent to major transportation facilities. Participants also indicated that they preferred that neighborhoods should feel much as they do today, but with a notable increase in the variety of housing options. In addition, participants also indicated that they wanted an emphasis to be placed on bike and pedestrian routes.

## **2.4 JURISDICTIONAL PLANNING EFFORTS**

Utah State law requires that each city prepare and adopt a “comprehensive, long-range general plan” to focus on present and future needs, as well as to address growth and development of land within the community. State code also stipulates that each city may determine the comprehensiveness and format of the general plan (§10-9a-401, Utah Code Annotated). The East-West Transportation Planning Study team reviewed the general plans for each jurisdiction located within the study area. In some instances, the team was able to collect the necessary information from various maps made available on jurisdiction websites, such as general land use maps and current and future transportation plans. Not all jurisdictions in the study area have adopted general plan documents; therefore, jurisdictional knowledge was used when reviewing future growth. The General Plans that were reviewed include:

- *Draper City General Plan, Building on the Past, Looking Toward the Future* (no year indicated)
- *Herriman General Plan, 2000*
- *Midvale City General Plan, 2000*
- *Taylorsville City General Plan, 2006*
- *West Jordan Comprehensive General Plan, 2003*
- *Murray City General Plan, 2003*
- *City of Bluffdale Comprehensive Plan, 1993*
- *Magna Community General Plan, 1989*
- *Kearns Community General Plan, 1996*